



# CITY OF BETHLEHEM

BUREAU OF PLANNING AND ZONING

10 East Church Street, Bethlehem, Pennsylvania 18018-6025

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September 19, 2017

Nicole Galio  
Maser Consulting  
941 Marcon Boulevard, Suite 801  
Allentown, PA 18109

RE: (17-003LD) – 17030710 – 1125 Easton Road - LAND DEVELOPMENT PLAN – Ward 16, Zoned IN,  
plan dated December 12, 2016 and last revised July 6, 2017

Dear Ms. Galio:

The above-referenced plan has been reviewed by the appropriate city offices. We offer the following comments:

## ENGINEERING

### **Sanitary**

1. In accordance with Ordinance No. 4342, at the time of execution of the Developer's Agreement, a sanitary sewer tapping fee of \$436,048 will need to be paid. This number has been revised from the previous memo due to changes in the flow calculations submitted by the developer.
2. The developer shall coordinate with the City and LVIP to determine the necessary design capacity of the upgraded Easton Road pump station. Currently an agreement exists between the City and LVIP for maintenance costs associated with the pump station. This agreement will need to be modified to include the developer. We understand that Maser Consulting is preparing a report of recommended design improvements. Upon receipt of the Maser recommended Pump station design improvements, the Engineering Bureau will provide additional comments.

### **Miscellaneous Engineering**

1. An Erosion and Sedimentation Control Plan has been submitted to our office and shall be reviewed by the Northampton County Conservation District. A copy of the NCCD approval letter shall be provided. Our comments will be forwarded under separate cover.
2. The Curb and Sidewalk deferral request has been recommended for approval. See the attached memo dated August 7, 2017.
3. The applicant shall explain the location of the property line. As shown, it appears the applicant may need to dedicate additional right-of-way to the City of Bethlehem to align with the City right-of-way shown on the plan. Discussions with the Engineering Bureau will need to take place to conclude where the correct property line is located.

### **Public Works – Urban Forestry**

1. Street trees are to be located within the public right of way, not on private property (between the property line and the roadway). If located on private property, the plan and the deed shall reflect that the trees cannot be removed.
2. 3,350 SF of landscape credits (for the bed along the north side of the building) are being claimed towards meeting SALDO 1349.08(f)(1) however it appears that only about half the area contains plant material. Indicate what plant material is proposed for the portion of the bed between the sidewalk and the parking lot.
3. Add landscaped beds containing shrubs/ornamental grasses/perennials to both sides of the front entrance on Easton Rd. to add interest and dimension to the landscape.

### Traffic Consultant's Comments

1. Please provide copies of any PennDOT review letters associated with the Traffic Impact Assessment and High Occupancy Permit plans to the City.
2. The August 11, 2017 letter to Tracy Samuelson indicates that the trip generation is based on the operation of two other similar facilities. The traffic impact study references only the schedule of activities planned for this facility. Please provide information documenting the trip generation from the other existing facilities.
3. The traffic impact study indicates that the passenger car trip distribution is based on a review of the existing roadway volumes. Please provide a calculation supporting the 20/80 east/west distribution or indicate that this distribution is assumed. *Benchmark* concurs that the truck traffic will all be distributed to the west.
4. Please confirm that the capacity analysis utilizes the PennDOT gap acceptance variable per PennDOT Pub. 46.
5. The Project Mustang development will contribute approximately 10% of the trips at the intersection of Cherry Lane and Easton Road, therefore they should make a contribution toward a proposed traffic signal at that intersection comparable to their impact. Since the estimated cost of the traffic signal's design and installation is \$200,000, the developer shall contribute \$20,000 for the new traffic signal. This amount may be adjusted if peak hour trips included in the latest traffic study contributed by this development are less than this approximation.
6. The left turn lane warrant analysis indicates that a left turn lane is not warranted during either the AM (based on 31 vehicles turning left to enter the site) or PM peak hours. If the volume entering the site were increased to 32 vehicles a left turn lane would be warranted. The analysis is based on "rolling" terrain. Discuss the certainty of the projected traffic volumes and whether the terrain should be considered "rolling" or "level." Provide justification for the report's findings.
7. We are currently reviewing the plan submitted showing the turning path of vehicles entering and exiting the site to show that there are no vehicle conflicts and that adequate full depth pavement is proposed to accommodate the tractor-trailer traffic. We will provide comments when our review is completed.

### Public Works – Traffic Bureau

1. The City of Bethlehem and the City's Traffic Consultant, Peter Terry with Benchmark Engineering, shall be included in all correspondence with PennDOT regarding the HOP. The City and their consultant reserve the right to comment on the study.
2. The developer has agreed to contribute towards a post construction study of the SR412 & Cherry Lane intersection for retiming / optimization. An amount will be decided upon once a complete review of the actual trip calculations is made.

### GENERAL

1. A recreation fee of \$1,200 plus  $(\$0.10 \times 100,000) + \$0.05 (\$78,579) = \$1,200 \text{ plus } \$10,000 + \$3,929 = \$15,129$  shall be paid prior to finalizing the developer's agreement.
2. Flag all revisions. Changes made without flagging will not be considered.
3. This item will be placed on the September 25<sup>th</sup> Planning Commission meeting agenda. Please bring colored elevation drawings and colored site plans to the meeting.

Sincerely,



Darlene Heller, AICP  
Director of Planning and Zoning

Cc: M. Dorner  
A. Rohrbach  
L. Smith  
T. Wells  
C. Garges, Lower Saucon Township  
Cathy Hartranft, Borough of Hellertown  
Peter Terry

Enclosures (2)



Engineers  
Planners  
Surveyors  
Landscape Architects  
Environmental Scientists

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July 17, 2017

Michael Alkhal, P.E.  
Director/City Engineer  
City of Bethlehem  
10 East Church Street  
Bethlehem, PA 18018-6025

Re: Curb and Sidewalk Deferral Request  
Project Mustang  
1125 Easton Road  
MC Project No. 16002715A

Dear Mr. Alkhal:

We received a review letter from the City dated May 1, 2017. Comment #3 in the Miscellaneous section requires the installation of curb and sidewalk per City ordinance. We request to defer the placement of curbs and sidewalks on the 1125 Easton Road site for the following reasons:

Existing Connectivity

Presently, there aren't any sidewalks located along Easton Road adjacent to the site. LANTA does not provide fixed-route public transportation along Easton Road, and the authority does not have immediate plans to deviate the bus route from Route 412/Hellertown Road to Easton Road. The closest bus route and bus stop is located approximately 0.75 mile north along Commerce Center Boulevard via Route 412/Hellertown Road's corridor route, serving the Majestic Commerce Center industrial complex. Currently, there is no safe pedestrian access to this bus route from the proposed project location on Easton Road. Given the distance between the nearest bus stop and the site, the employees will not be using public transportation to reach the site. Additionally, the review letter from LANTA did not see the need to add sidewalks along the property frontage.

Pedestrian Needs

The LANTA review letter recommends incorporating sidewalks to allow pedestrians to safely travel throughout the project site, as the only sidewalks proposed on the site plan are located at the entrance of the manufacturing facility. The parking spaces along the northern side of the building will be used by employees. The employees will access the building through the front entrance. The other doors shown along the building are to be accessed from inside the building or from truck drivers in the loading dock area, not from the parking lot.



Pedestrian Safety

Pedestrian crossing signs were added to the eastern side of the parking lot, to notify any truck traffic of the potential pedestrians crossing. Originally, the site had the loading docks on the western side of the building. The current layout has the loading docks on the eastern side of the building, prior to the employee parking lot. The current layout significantly reduces the number of trucks traveling through the parking lot, also reducing the potential conflicts.

Stormwater Management

By reducing the curbing along the site driveway as well as in the parking lot and loading dock areas, the site can discharge to the northern drainage swale. Since this site required Act 2 clearance, infiltration is not feasible and water quality is to be maximized. In order to meet the required water quality standards as part of the NPDES permit, the use of multiple BMPS in series was required. The use of vegetated swales prior to the detention facilities allows for sufficient reduction of the water quality pollutants. If curbing is required to be installed, the stormsewer pipes would be directed into the basin, reducing the water quality for the site.

Based on the aforementioned reasons, we request to defer the construction of curbs and sidewalks on the 1125 Easton Road site.

If you have any questions, please do not hesitate to contact me at (610) 868-4201 or [roseberry@maserconsulting.com](mailto:roseberry@maserconsulting.com).

Very truly yours,

MASER CONSULTING P.A.

A handwritten signature in black ink, appearing to read "C. Roseberry", written over a horizontal line.

C. Richard Roseberry P.E., A.I.C.P.  
Principal / LEED Green Associate

CRR/djl  
Attachment

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# CITY OF BETHLEHEM

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## DEPARTMENT OF PUBLIC WORKS – BUREAU OF ENGINEERING INTEROFFICE MEMORANDUM

**TO:** Tracy Samuelson, Assistant Director of Planning and Zoning

**FROM:** Amy Rohrbach, Project Engineer

**RE:** Curb and Sidewalk Deferral Request – 1125 Easton Rd, Project Mustang

**DATE:** August 7, 2017

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The developer for Project Mustang is proposing a land development of the property located at 1125 Easton Road. We have received a request for deferral of curb and sidewalk along Easton Rd from Maser Consulting P.A.. dated July 17, 2017.

This area of Easton Road currently does not have curb or sidewalk in the City of Bethlehem or Lower Saucon Township on the opposite side of the street. The nearest sidewalk is at the intersection with Cherry Lane over a mile away. A curb and sidewalk deferral was recently granted for 1355 Easton Road and the adjacent lots of 1235 and 1245 Easton Road were both granted curb and sidewalk deferrals from the Planning Commission.

The area has no future prospects of heavy pedestrian traffic to warrant the need for sidewalks at this time. The area proposed is an industrial site surrounded by other industrial sites. If sidewalk were to be installed it would only serve this property and would not provide continuity to support pedestrian traffic to other areas.

In view of the above information, the Department of Public Works supports a deferral of curb and sidewalk at this property.

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Copies to: M. Alkhal  
M. Dorner  
File